

\$4.50 SPRING 2002

# TANKTALK

THE MAGAZINE OF THE 505 CLASS, AMERICAN SECTION

CHRIS WARNABY



RENEE SPEAK



## LONG

A Look At

## LUFF

World Wide Development

## SPINNAKER

Top Left: 2002 Australian Nationals

Top Right: LLS testing in France

Bottom Right: Team Weasel, San Diego NOOD

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# TANK TALK

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## Message from the President

### A 505 RENAISSANCE

There has been a flurry of activity in the 505 class around the word with the advent of the new Long Luff Spinnaker (LLS). Obviously, the jury is not out yet on whether this will ultimately prove to be a positive change for the class. However, if activity is any indicator, I think it's fair to say that we are on the right track. The optimists in our ranks might even say we could be experiencing a renaissance of sorts. New ideas are cropping up everywhere because 505 sailors have always been innovators within the sailing community. The LLS is simply a means by which we can get those creative juices flowing again.

This issue of *Tank Talk* takes a close look at current developments with the LLS from sail design to rigging. The chances are that many of you are still wondering what changes you need to make to get on the water with the LLS. Well, be comforted in the knowledge that you are not alone because nobody has had the "Eureka!" moment. Rig modifications and sail designs are in flux, but that shouldn't stop you from hitting the water. It has been well documented and proven that you can change over to the LLS for about \$200 with a simple spinnaker conversion and halyard modification. At press time, nobody has lost a mast with a converted rig, and this includes some windy regattas and practice sessions the world over. So, what are you waiting for?

I believe the worldwide Internet distribution of *Tank Talk* has made our publication the de facto international 505 magazine. Look at any foreign 505 web page and you will find links to *Tank Talk*. Some articles have even been translated! I think this is fantastic despite the fact that the American Section has to foot the bill alone. However, we have attracted numerous overseas advertisers, and our European, British, and Australian friends seem willing to contribute on LLS issues. Once again, the "no secrets" policy appears to be winning out, and information seems to be flowing across the oceans.

I'd like to pass along a hardy WELCOME to the newly established Oklahoma City 505 Fleet – Fleet 39! I want to encourage the members there to attend major 505 events and to interact with our community as much as possible. There is a substantial support network within this class that includes the web sites, the email lists, regional fleets, the national class, and this most excellent magazine. Use them.

Currently, I'm acting as the interim *Tank Talk* Editor and American Section President. I have found that editing *Tank Talk* is a great job because it allows you to create something tangible and lasting. However, a new editor must volunteer for the next issue. I hope a capable, willing, and energetic person will fill this role. I would like to specifically thank Barney Harris, Ethan Bixby, Larry Tuttle, Ali Meller and Mike Martin for always coming through with great articles and advise. I'd also like to thank Sue Athmann for her energy and expertise. We simply could not put together a magazine of this quality without her help.

"There is nothing – absolutely nothing – half so much worth doing as simply messing about in boats"

Ratty to Mole in Kenneth Grahame's classic, *The Wind in the Willows*

Fraternally,



Jesse Falsone



## Report from the Secretary/Treasurer

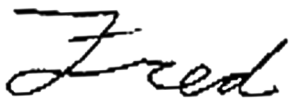
The 505 is probably the best boat there is when, among other things, it comes to teamwork.. The skipper can't accomplish much without a good crew, and vice versa. From my brief time as American Section Secretary, I'm glad to say that the spirit of teamwork applies throughout the class hierarchy. I'd like to thank Jesse Falsone, Ted Ferrarone, Macy Nelson, and my predecessor Dave Stetson for helping me through the transition.

The class is on a solid financial footing, and our membership is on the rise. I'd like to welcome our newest fleet in Oklahoma, and wish them all the best!

I'd also like to thank everyone who submitted membership surveys with their dues check. It's too early for conclusive results, but some have developed. On recruiting, people generally feel that we need to attract college sailors to the 505 to build our numbers. Others feel that we need a more diverse awards program. The long luff spinnaker has also had a favorable response thus far. We just got one, and can't wait to go sailing!

I welcome any comments, ideas, suggestions, and hate mail. Feel free to e-mail me at [fredli@villagenet.com](mailto:fredli@villagenet.com) or [fred4936@yahoo.com](mailto:fred4936@yahoo.com). I will respond to all (well, maybe not the hate mail).

Your humble servant



Fred Liesegang  
Int. 505 American Section Secretary/Treasurer

### WitchCraft Update

WitchCraft Boats has been busy this Spring preparing the Lindsay tooling for production of two new hulls. We have been assisted by a number of class veterans such as Barney Harris and Tom Kivney. They, and others, have taken an interest in helping us develop new laminate and layout ideas. New mods are being developed to replace the original wood components in the Lindsay hull with plastic parts to reduce production costs. We are making these changes with the new Long Luff Spinnaker in mind. Pictures of the build process will be available on our web site. Look for the new ML WitchCraft 505 to make it's debut in this Summer!

**Hot shots  
needed**



Tank Talk is always looking for photos. Exercise your shutter-finger.



**SWEDEN 2003**  
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For information:  
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[mss.m.se/english.htm](http://mss.m.se/english.htm)(Host club website)

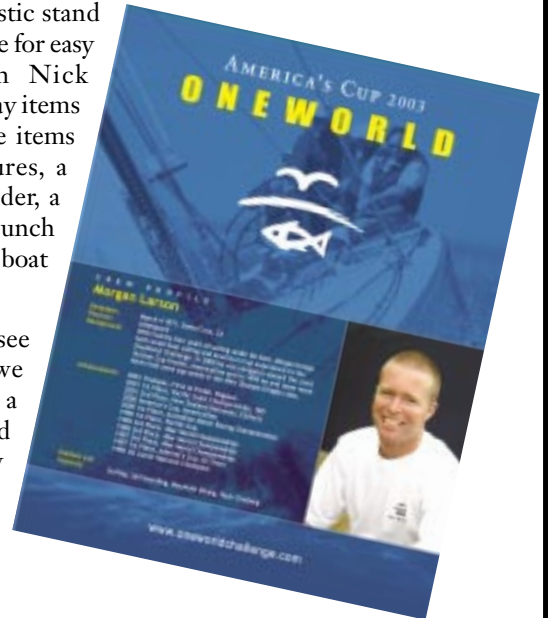
# Alameda West Marine Features the 505

There's a new Waterat 505 on display in West Marine's newest store in Alameda, California. With space available in the 18000 square foot facility, I thought it would be a great opportunity to promote 505 sailing and show the general boating public what a cool new high-tech dinghy looks like. The challenge with the display is that most 505s are being sailed and thus we rarely get the chance to display one. The solution was Morgan Larson's new 505 (USA 8786). Morgan's commitment with the OneWorld America's Cup Challenge made his boat available for this purpose and Morgan was really cool in allowing us to display it.



Larry Tuttle & Ali Meller got involved in the display. Larry made a fantastic stand that supports the boat at an angle for easy viewing. Ali worked with Nick Trotman to find the old display items from past Sail Expos. These items consist of some great pictures, a short "display" Waterat rudder, a "display sail" and a whole bunch of information detailing the boat and the class.

It will be interesting to see what kind of response we get from the display. At a minimum, we should generate some new interest in 505's and high-performance sailing in California.



## SAIL RESULTS 2001

- 2nd, 3rd Worlds
- 1st, 2nd, 3rd British Nationals
- 1st, 2nd French Nationals
- 2nd Europa Cup
- 1st, 2nd Nieuport



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# SHORT TACKS

## Tech Tip

### Boatbuilding Advice from an Expert

Steve Clark, President of Vanguard Racing Sailboats, offers the following advice on G10 and adhesives:

A good supplier for all sorts of fabrication related stuff is Mc Master Carr in New Brunswick NJ. [www.mcmaster.com] You won't find "G10" but if you look under plastics you will find fiberglass shapes and sheets, and that's G10. They sell 6"x6" pieces and even at that the price may make you gag.

Otherwise it isn't hard to make your own Iso-plate with scrap fiberglass cloth, Epoxy and two pretty stiff pieces of wood with Formica on them. Lay out the desired thickness of glass, wet it out, and smush it between the two platens (make sure you wax etc.) Depending on your tool kit, you can either clamp the hell out of it, or pile weight on top (the fabled "Vacuum Brick" technique) You can achieve nice results this way. You can even look very Gucci by putting a piece of carbon cloth on one face so everyone thinks you have the biggest of all balls.

Plexus equivalent is marketed by Devcon as "Plastic weld" (I believe) and can be found at Home Depot and the like. Check for the magic word "Methacrylate" on the label. When you mix it, you should think you are smelling liquid plexiglass. The odor is distinctive and quite offensive.

Barney Harris of HAPCO Marine and Team SPOT fame says: A far better place to get G10 and other grades of laminated fiberglass is Read Plastics in Rockville, MD. They sell it in its commercially available largest size—3'x3'—which is the size of the press they laminate it in.

Of course you can get a piece cut to your preferences and there are plenty of scraps that you can buy by the pound. I usually buy scraps.

G10 is OK stuff—it drills and files like aluminum but weighs more and is roughly half the strength of a good tempered 6xxx series. It's made of epoxy & fiberglass and so can have adhesion problems. It must be painted! Do not let it sit out in the sun or the epoxy resin will go bad. It's also a good idea to seal the end grain if its going to be under water for long.

## Wanted

### BENEFACTORS

The American Section has created a new "Benefactor" membership category. This category is reserved for those members wishing to contribute extra funds to the American Section, with the baseline membership starting at \$100. All Benefactors will have their name prominently displayed in each issue of *Tank Talk* for that year, and will earn the adoration of the American Section.

## ADVANCED NOTICE

### Container Information

#### East Coast to North Americans

At this time the best option appears to be a trucking company based in Larchmont, New York. A cost of \$6800 round trip for the 10 East Coast boats is anticipated and there is a May 1, 2002 deadline for making a \$680 payment to hold a place in the container. Loading will be either in Larchmont or at Hyannis after racing sometime between July 28 and August 3.

Contact Macy Nelson at MacyAnn@aol.com for more information

#### West Coast (California) To Perth Worlds

Two bids have been received for shipping roundtrip from the Port of Oakland to Perth. Both are in the \$8,000 range for one 40 ft. container including insurance. After the 1st of April deposit deadline (\$1000) the container will be filled on a first-come first-served basis. Loading is expected to be sometime mid-October

Contact Doug Hagen at dhagan@yahoo.com for more information.

#### West Coast (Northwest/Canada) To Perth Worlds

Current plans are to load after the Canadian Championships (July 20-21) in Seattle.

Contact Peter Tuck at pktuck@home.com or Paul VonGrey at vongrey@gte.net for more information.



## Hamlin/Martin/Baylis Win Skiff Championship

Howie Hamlin along for the ride with Mike Martin and Trevor Baylis took top honors at the 2002 J.J. Giltinan Australian League 18-footer International Championships.





## UPCOMING 505 EVENTS

Time to put it into gear. If you're an East Coaster and want to attend **Bermuda Race Week (April 27-May 4)** Elizabeth, NJ is where you want to be April 16th. **Spring II at SSA** is May 11-12 and **South Port Sailing Club, Windsor, Ontario** will host a major event on **May 25-26**.

If you're in the middle, get your boat together with the **Fleet 36 Fix-er' Upper** on April 20-21. May 5-6 is your chance to test the repairs at the **Fleet 36 Calibration**. May 18th be at the **Shake-out** and June 1-2 is the **Carter Open**.

On the other shore, California has a full schedule. April 13-14 is the **SCYC Spring Invite**. 5 weeks later, May 18-19 is the **TISC Spring Invite**. Memorial Day weekend May 25-26 be at **ABYC** and the **PCC's July 13-14** will be at the Columbia River Gorge. Northwest sailors start their season mid-April and the biggest one-design regatta of the year is **(SOCKS) May 18-19** in Seattle. Regular forays into **Canada** for the **Jehrico Classic** and **Kits Invitational** will supplement their schedule and regular week-night racing has been organized.

For more information about these and other events go to: [www.int505.org/usa/events/regs.htm](http://www.int505.org/usa/events/regs.htm).

*Go Sailing!*

Show your colors!



The American Section has updated its look. A 2002 membership gets you one of these 4-inch stickers, copies of Tank Talk and enables you to compete in National and Worlds events.

**JOIN NOW!**

## Welcome

A hearty welcome to the 505 sailors in Oklahoma City. Fleet 39 recieved it's certification February 14, 2002.



## NEW 505 Dolly/Trailer Combos Available Now!

*submitted by: Dan Strellis*

Stuart Sinclair of Warrenton, Oregon has taken his engineering background and begun fabricating dolly/trailer combinations for the 505. He was motivated to start making his own trailers after listening to stories of trailer catastrophes by others, as well as his own drive telling him he could produce something better than what was currently out there. He has taken the standard Rapide designs for both the single and the double (which he admits are good designs) and improved upon them. His trailers include rubber rollers across the entire width of the trailers aft section to allow for easier dolly loading and unloading. He has added significant reinforcements to all stress points on the dolly and the trailer. He has even integrated an adjustable double mast holder on the double. Except for the dolly wheel, all replacement parts can be found at Napa Auto Parts.

Bruce Edwards, who had his Rapide double modified by Stuart, e-mailed the 505 list writing, "Stuart's work is A++++ not only from a quality standpoint, but from a very well thought out and engineered stand point." His first fabricated trailer was for his own currently for sale circa. 1968 505. He began 505 sailing in Scotland some 30 years ago in hull number 1728 where he place 5<sup>th</sup> in the Scottish Championships. He is hoping to purchase and campaign a late model Kyrwood this season in the Northwest fleet.

Prices for his units are \$350 for a dolly, \$1500 for a single combo, and \$2400 for a double combo with 2 dollies.

For more information contact:

Argyll Custom Trailers  
90181 Lake Shore Ct.  
Warrenton, OR 97146-7130  
503-861--2072  
[ecosse@seasurf.com](mailto:ecosse@seasurf.com)



# Take Five For The 505

By Ted Ferrarone

By many measures, the 505 American Section is doing extremely well. Class membership has averaged over 200 for the last 4 years. New fleets are cropping up across the country, and dead fleets have been re-born. Attendance at major regattas has been good (2001 had 35 boats at NAs, 27 ECCs, 18 at PCCs, and large participation at regional events across the country). The American Section sent 17 teams to the 2001 Worlds, taking 9 out of the top 25 spots, and three in the top ten. However, we must not ignore the negative signs that threaten our growth like the increasing average age of our sailors, and increased competition for talent with the addition of skiff classes like the 29'er and "plug & play" one-design classes such as the Vanguard 15.

Despite the belief that "the 505 sells itself," we, as a class, need to take a proactive interest in boosting our numbers, getting new people involved, and increasing the participation of marginal class members. The North American Section is undertaking a comprehensive promotional program which will keep the class visible to the sailing public, but the most effective recruiting will come from the class members themselves. It is simply not enough to rely on the Class Officers & Regional Coordinators to bring new people into the class. We, the members of the class, need to be proactively working towards building our class. So how can you take part? Easily. In the spirit of the 505, here is a five by five recruiting plan for every class member to work on this season:

1. **TAKE FIVE** minutes and fill out & return the membership survey that will come with your membership renewal. In addition to detailing information about yourselves, the survey is intended to provide feedback to the class from all the members. Think the class should be focusing its energies in a particular direction? Want to voice some concerns? Think we're missing the boat in some areas? Let us know!

2. **TAKE FIVE** minutes and make a list of boats in your area that are not being used, and sailors whose participation in 505 events has dropped off. The easiest people to recruit are the people we already have! Find out why the participation has declined - do they just need a partner? It's remarkable how many boats don't get used because skipper/boatowner X has no crew, while crew/boatowner y has no one to drive. Get them together, then loan their spare boat to a new

team! If people have no intention of using their boat, get them to sell or charter it to someone who can use it.

3. **TAKE FIVE** minutes and make a list of people you know who would be good additions to the class. Look to your local one design classes, your college teammates, your local college, high school & junior program. Get together with your regional coordinator and see if you can get them hooked up with an existing boatowner, a good used boat, or just a ride.

4. **TAKE FIVE** minutes to get in touch with the program head at your local junior program. The next generation of 505 sailors will be sailing Optimists, Lasers, and 420's at your club this summer. Nick Nelson's great article "Hookin' and reelin' 'em in" (*Tank Talk*, Fall 2001) detailed the need to get the 505 in front of these juniors and some great ideas for getting them involved.

5. **TAKE FIVE** people for a ride in your 505 this season. If you do nothing else for recruiting this year, do this. How many people did you take for a ride last year? I would bet for most class members, the answer is zero. Every class member needs to resolve RIGHT NOW that they will take five people, whether they be junior sailors, college kids, one-design aces, or just an interested sailor out for a ride this season. The next time some laser or leadmine sailor comments on your blasting over his miserable ass while you planed by on a screaming three-sail reach, OFFER HIM/HER A RIDE!!

The next time a junior sailor peels the cover off your boat to check it out, don't yell at them - TAKE THEM FOR A RIDE!!

Almost every 505 sailor, when asked how they got into the class, relates a story along the lines of "so and so hooked me up with a ride, and once I got in the boat, I was sold." Sound like your story? Guess what? It's time for you to step up and get some new blood into the class.

**TAKE FIVE!!** 505

STEPHEN LONG



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growth & promotion



# More Headroom

## Rigging the Flattening Reef

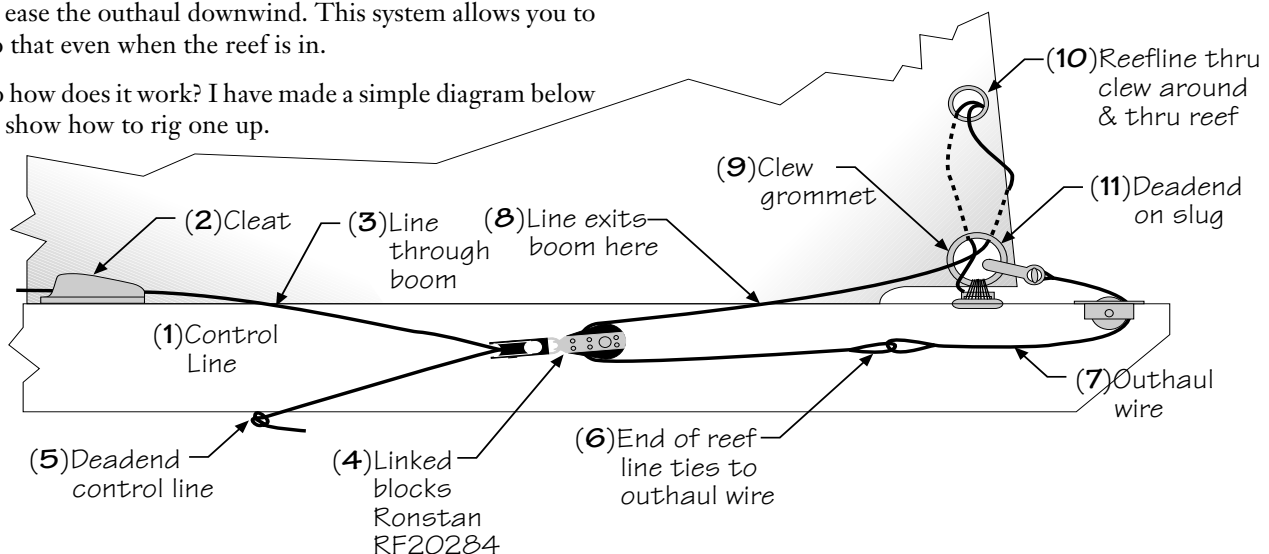
By Mike Martin

Of all of the rigging tricks that I have come up with, the one that most people ask about is the adjustable flattening reef. It is adjustable in that it allows the outhaul to be adjusted whether the reef is in or out. I am not sure if they are asking about it because they are interested in rigging it, or if they do not understand my explanation. Either way I will try to explain how to rig it on your boat.

There are two major advantages of reefing. The first is that it makes it easier to get under the boom during tacks when the mast is raked back. We generally put the reef in when we rake to 25'2" or more. But now that Howie and I are getting a bit older 25'3" might become our new number. The other advantage is that it helps keep the boom from dragging in the water as you heel over while overpowered tight reaching. I suppose that there might be a third advantage of reducing sail area, but we think that the reduction is so small that it does not make a big difference. Even when it is windy it is beneficial to be able to ease the outhaul downwind. This system allows you to do that even when the reef is in.



So how does it work? I have made a simple diagram below to show how to rig one up.



On the inboard end of the boom the control line [1] goes through a cleat [2] then through a hole in the boom [3]. Once inside the boom it goes around one sheave of a pair of linked blocks [4] (Ronstan Part # RF20284) and then dead-ends through another hole in the boom [5]. On the outboard end the reef line [6] inside the boom ties onto the end of the outhaul wire [7] that attaches onto the clew. I have not shown the rest of the outhaul mechanism in the diagram. It is important that the outhaul wire attaches directly to the clew like most U.S. boats are rigged and does NOT go through the clew and dead end on the boom like some European boats are rigged. From the outhaul wire the reef line goes through the other sheave of the linked block [4] and then exits the boom through another hole [8]. Once outside the boom the reef line goes through the clew grommet [9], around the leach of the sail [10] and then through the reef grommet. From here it simply ties onto the slide that goes in the boom track [11].

Once rigged, simply pull on the control line to put the reef in. the outhaul will still function as normal. Uncleat the control line to shake out the reef. Good luck and I hope you have enough wind to use it. 505



MARK ANGLISS

### THE BIRTH OF A FLEET

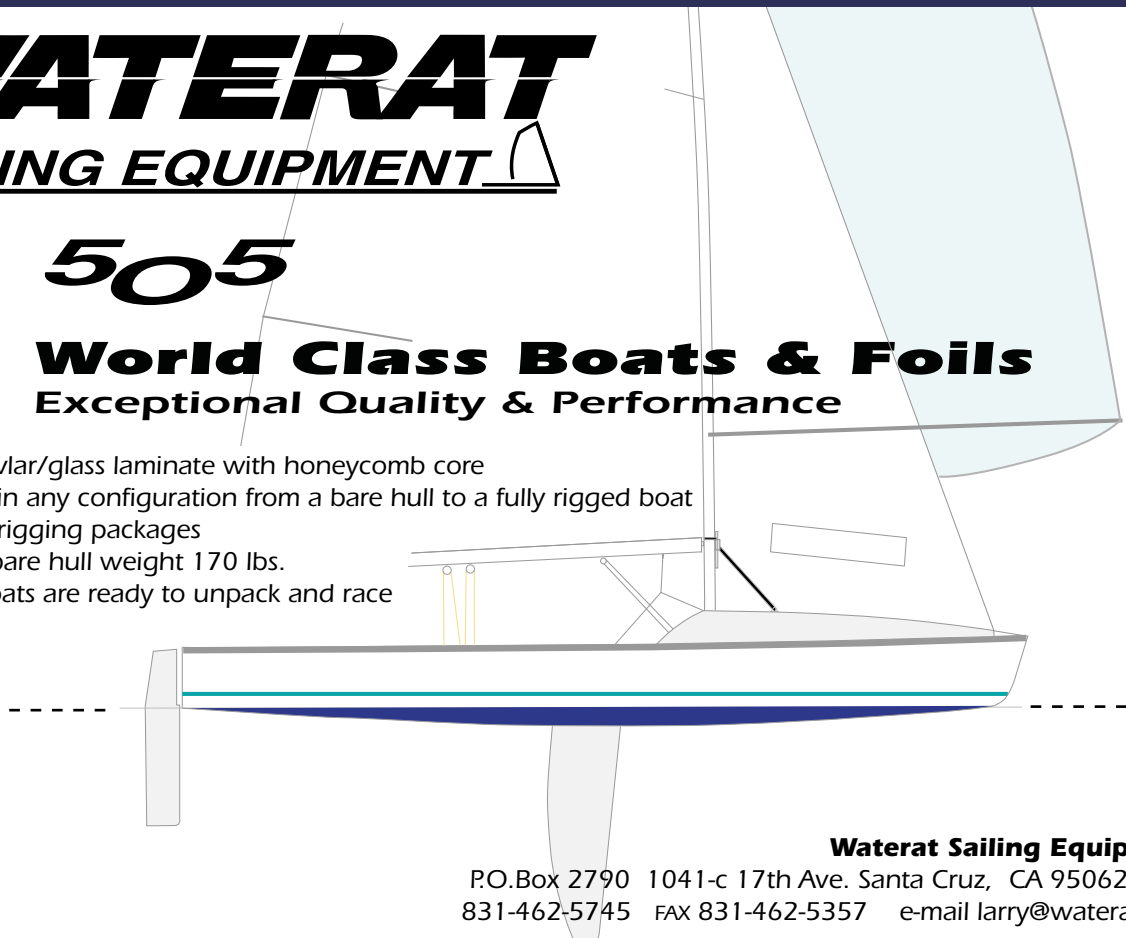
*In Oklahoma City, a few older 505s needing lots of work were bought and repaired to like-new to help build the newest Fleet 39.*

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